

The Future of Enfield

A Vision Statement was prepared to guide the planning process for the POCD update. It was gradually developed as a series of public meetings, focus groups, and personal interviews were completed in 2009.

Vision Statement

Our community, the Town of Enfield, is North Central Connecticut's hidden gem. A warm and welcoming community, Enfield has the small town feel that we associate with "home" with all the conveniences of a larger community.

Enfield truly offers something for everyone. Nestled between Springfield, Massachusetts and Hartford, Connecticut, Enfield maintains a privileged position as the shopping and employment center of the region.

Our people and neighborhoods are diverse because we embrace people of all ethnicities, incomes and educational achievements; and offer safe and well cared for places in which to live, whether it be in an urban, suburban or rural setting.

History and nature have evolved in lockstep, and together we will preserve and enhance them for our enjoyment and sharing with visitors and future generations. We are proud of the role our town has played in the development of this country, and lovingly preserve the architectural legacy of our past.

We treasure our vast natural resources, specially our two major waterways, the Connecticut and the Scantic Rivers. We see our extensive wetlands as a valuable resource to be protected and used wisely. They are an oasis of water, vegetation and wildlife that gives us respite. We are committed to making them accessible to everyone and every neighborhood.

Agriculture is also central to our identity. While we understand that not all land will remain agricultural in perpetuity, we seek to preserve and protect the highest quality land, assist our farmers, and encourage agribusiness.

Our ultimate goal is to connect our community physically and enhance our spectacular waterfront by sensitively using the greenspace nature provides. We want to be a complete community that offers walkable neighborhoods, a variety of living and working opportunities, and the ability to meet our retail needs close to home.

Future Potentials

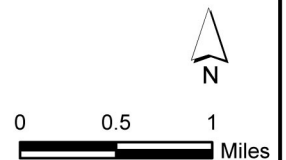
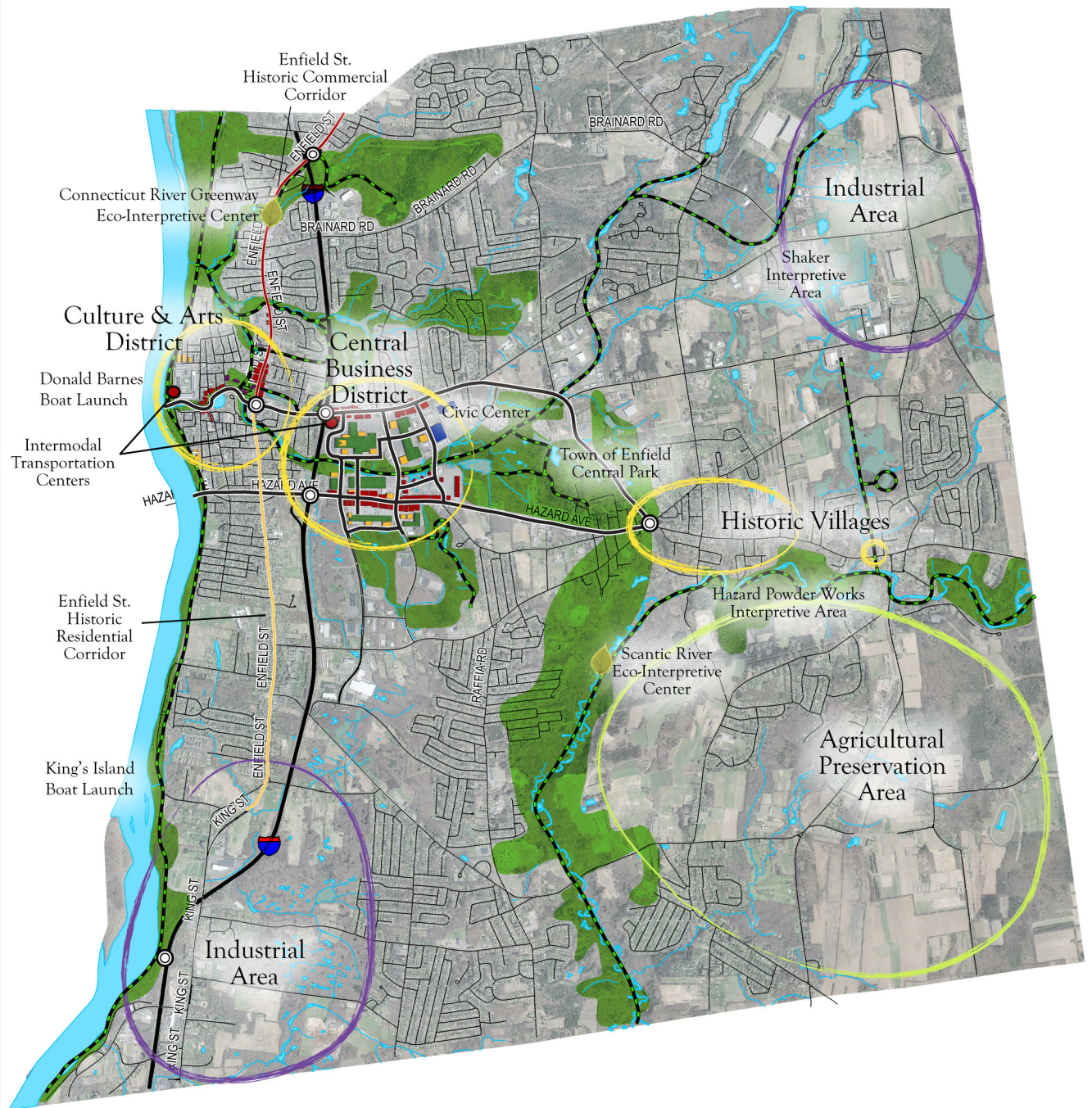
The Future Potentials is an interpretation of Enfield's Vision Statement. It points out the areas and resources that are likely to stimulate change in Enfield, and it outlines a set of development opportunities to bring about that change. It is the result of analyzing the community's characteristics and possibilities in the inventory process, and paying attention to the community's issues and desires.

The Future Potentials is the basis for the Future Land Use Plan, but it goes a step further by blending the functionality of land use planning with the organizational perspective of urban design. This approach helps to understand how the community is structured, and what the function of different areas and sites is, locally and in the context of the Springfield-Hartford region. Most importantly, the Future Potentials is a visual tool that shows how existing and proposed features of the community can be integrated and used to create a physical environment that effectively supports well-being in the entire community.

The Future Potentials identifies the following nine types of areas that could exist in the Town of Enfield:

- Culture and Arts District
- Central Business District
- Civic Center
- Historic Areas
- Industrial Areas
- Agricultural Preservation Areas
- Outdoor Recreation and Learning Areas
- Interpretive Centers
- Transportation Facilities

These areas are akin to the character areas described in Chapter 3 of the Inventory. They represent an ideal to which those character areas should evolve over the next ten years. They should not be confused with zoning districts. The projects described for each area provide continuity to many of the concepts presented in previous Town and State plans. They can help the town progressively develop a collective identity as a single community with unique neighborhoods, rather than a collage of independent hamlets, malls and industrial parks. They are initial concepts that the Town can further refine through subsequent master planning processes.



Future Potentials

Plan of Conservation & Development - Town of Enfield, CT

DESIGN based
PLANNING
 peter j. smith & company, inc.
 www.pjsco.com
 United States Buffalo, New York • Canada Fort Erie, Ontario

Agricultural Preservation Areas

Enfield residents enjoy the relaxed, rural nature of the town's eastern half, and agriculture plays an important part in maintaining that identity. Preserving agricultural land keeps those cherished rural landscapes alive for future generations to see; but not just for their aesthetic value. Once developed for residential, commercial and industrial land uses, the land may never again be returned to agricultural use due to pervasive contamination problems, and loss of soil nutrients. Agricultural land preservation also protects the economic viability of farming.

Preventing the sale and subdivision of agricultural land for other uses is one of the most significant things the Town can do to maintain agriculture economically viable. Enfield's largest, relatively intact agricultural properties are located south east of the Scantic River. Properties in this area are best suited for State purchase of development rights programs, while smaller properties elsewhere could be protected with a local, scaled-down version of these programs.

Another measure that would significantly improve the economic viability of agriculture in Enfield is a more flexible zoning ordinance. It is important to develop regulations that allow farmers to switch without difficulty between different types of agricultural activities depending on market demands. Adding value to Enfield's farms could mean giving them the ability to sell directly to visitors. Special provisions could be used to ensure that small retail or agro-tourism facilities do not alter the rural character of the area, or conflict with or take over agricultural lands.

Culture & Arts District

Enfield's traditional downtown area has the potential to be revitalized and transformed into the town's Culture and Arts District. The area has many attractive buildings that can provide the space needed to expand the Town's arts and recreation programs. There is also a continuous park-like promenade along Freshwater Brook that spans the width of the area, from Enfield Street to the Connecticut River. This promenade and the numerous civic monuments and gathering places near it are the perfect foundation for an urban destination that locals and visitors can enjoy. The variety of small shops, restaurants and services dispersed through the area can be leisurely explored on foot, as can be the surrounding residential streets, which offer an eclectic collection of Greek, Gothic, Colonial, Victorian and many other architectural styles.

Culture & Arts Campus

Town Hall building and grounds are the center of civic life in Enfield, but they stand somewhat isolated from the rest of the neighborhood. Redeveloping Town Hall and the Higgins School buildings and grounds as a landmark culture and arts campus would create great synergy in the area.

Possible uses for the Higgins building include a community center, visual or performing arts school, a museum, or library. A central courtyard shared by both buildings could provide outdoor areas for events, pick-up games, and art exhibition. Various pathways through the courtyard could connect to sidewalks on Main Street and to trails.

Infill Development

Filling the gaps between existing buildings along North Main Street and Enfield Street will go a long way to improve the look and feel of the Thompsonville area. Encouraging office and other commercial uses to develop on underused or vacant lots should maximize the use of the land fronting the street, and create a stronger sense of visual continuity and economic prosperity. Requiring façades to conform to a common building scale and sign style could help enhance the appearance of the area.

Streetscape Improvements

Streetscape improvements to North Main Street will continue to create a pleasant pathway linking the Culture and Arts campus to the commercial establishments in the Thompsonville center and the waterfront. Redeveloping the Strand Theater (even doing cosmetic improvements to the façade only) will have a significant impact on the quality and vitality of the area because it is at the end of the sightline for people entering North Main Street from Enfield Street. Uses that have been discussed for this Art-Deco building include a performing arts center and an extension of the Lamagna Activity Center.

Continuing to landscape Freshwater Pond attractively is also crucial to making the area feel like an urban oasis to be enjoyed by all. Removing lower branches from trees to provide visibility of Freshwater Brook can enhance the perception of safety along the section of Main Street from the dam to the railroad underpass. Enhancing the sense of safety by increasing visibility at eye level can make walking down to the river on the only sidewalk on that portion of Main Street much more appealing. Similar clearing should be considered around the sides of the pond and north of the pond along Freshwater Brook to the Route 5 overpass.

Residential Development

The Culture and Arts District offers Enfield the exciting possibility of attracting mature young professionals and active, independent retirees who would thrive in an intimate urban waterfront setting, where access to jobs is an easy commute, and services, shopping and entertainment are just down the block. These amenities could also prove to be vital support for students attending school or college in the area.

The area could offer a variety of housing options, including townhouses, apartment buildings and single-family homes with a historic flair. Redeveloping various sites around Bigelow Commons and the lumber yard site could yield taller buildings that offer views of the Connecticut River. Access to the river and the Intermodal Transportation Center could be provided by crosswalks raised over the rail line.

Central Business District

Enfield's big box retail and office complex area is the commercial center of the community. Nearly all of the town's retail, restaurant and office establishments are located here. The area also offers unparalleled access to the town's arterial roads and the interstate highway system. These arterials transport visitors from all over Enfield and the broader region. To capitalize further on this area, the Town should increase the density of commercial and residential development over time. It should create a more

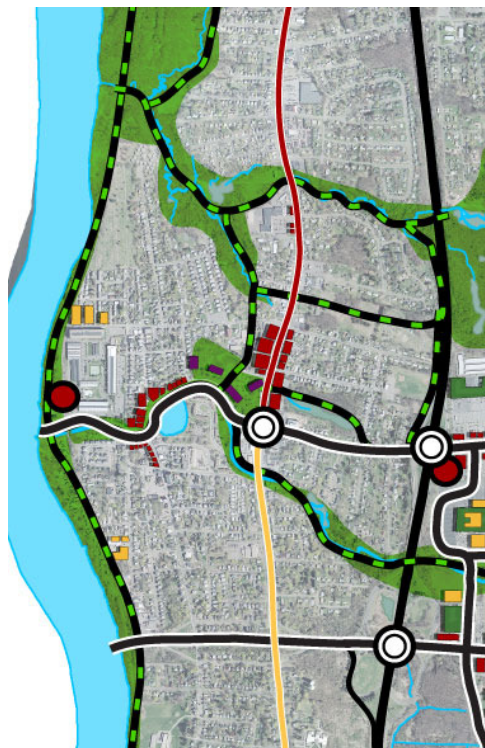


Figure 1 The Culture & Arts District

Thompsonville has the foundation for a great community. Developers and entrepreneurs can flourish in this area with numerous, modest-sized commercial redevelopment opportunities (red), including sites for multi-family residential (orange) with views of the Connecticut River, commuter rail (red and black circle) a few steps away, and access to several recreation trails (green and black dashed lines).

organized internal street network that relates better to the function of the roads surrounding the area. Finally, the Town can take measures to ensure that civic and open spaces are integrated better into each development.

Residential Development

Higher density residential tower structures can be incorporated into existing buildings, or built as freestanding structures. New residential development can be situated where there are now excessively large parking lots. Lost parking space can be replaced by creating multi-story parking structures. Increasing the density of development will make a more efficient use of the land in the area. It will also help the area to evolve into a mixed use development in which businesses have a continuous influx of clients and residents have direct access to a great variety of goods and services. The area could accommodate approximately 20 residential towers with seven to ten floors and eight to ten dwelling units on each floor, for a total of 1,120 – 2,000 units.

Commercial Development

Existing commercial buildings can convert unused roof areas into green roofs. Green roofs reduce energy costs and, when integrated with residential structures, can double as open space to provide pleasant outdoor areas for shoppers and residents. New commercial buildings should be developed as mixed-use buildings in which commercial uses occupy the lower floors and residential uses occupy upper floors. New mixed-use buildings should be oriented toward the roadways and have relatively small building setbacks. This makes access more convenient for pedestrians, and the activity created by their movement conveys a sense of vitality that can motivate more people to drop by the shopping area.

Another feature that is helpful to shoppers is a common building scale and signage. This helps both pedestrians and drivers quickly find what they want and easily navigate to it. Parking can be provided behind the building or in a shared parking structure. Adequate access from the parking lot or multi-level structure should also be provided so that shoppers can conveniently return to their vehicles to store their purchases. Approximately, 700,000 square feet of commercial space could be added along roadways. Residential use on the second story could add 260 – 300 additional residential units.

Integrated Open Space

One of the unique features of the Central Business District (CBD) is that it has direct access to a greenway. This strip of forest and wetland should be preserved and developed with trails or boardwalks. Shoppers, store employees and area residents should be able to access the greenway at various points. Trails should allow people a quick respite from the hustle and bustle of the mall and work, and the option to go for a longer walk or bike ride maybe even all the way to the Culture and Arts District, the Intermodal Transportation Center, the Connecticut River greenway, or the Town's Central park and Historic Village.

Civic Center

Enfield's Civic Center could extend from the Central Business District to Asnuntuck Community College. Town government offices could be located in this area to take advantage of the proximity to other services frequently used by town residents. Both Asnuntuck Community College and government offices could be linked to a new central park and greenway trail. Situated at the heart of the community, the new central park would take advantage of the lush wetlands between Elm St. and Hazard Ave. The park could be linked through greenway trails to the Connecticut River, the Culture & Arts District, the Central Business District, the Historic Village, the Scantic River, and Shaker Pines.



Figure 2 Central Business District

Enfield's mall area could evolve into the town's Central Business District (CBD). This image illustrates what the CBD could look like and how it could function if developed according to this Plan. The key ideas are that: (1) the area's flow and organization can be greatly improved by using a grid road pattern; (2) the need for additional housing (light yellow) in close proximity to goods and services (pink and orange) and public transportation; (3) a balance between development and open space conservation can be achieved with conscientious planning and design (like features in green: green roofs, street trees, and an urban wetland).

Historic Areas

There are several historic areas in Enfield that require special treatment. A variety of planning tools can be used to ensure that the historic character of each area is preserved. Each of these historic areas has a unique identity that will be strengthened to ensure that they do not compete against each other. The Future Potentials highlights the story/theme predominant in each of these areas, and provides guidance on how to make it a destination, giving locals and visitors a reason to come here and an opportunity to learn more about the areas' histories.

Enfield Street Historic Residential Corridor

Historic buildings along this segment of Enfield St. will be rehabilitated to conform to local historic preservation regulations. National, state and local register buildings or other culturally significant sites should be properly identified with interpretive signs. Proper signage will allow visitors to understand the history of the area and the individuals that lived there, as well as the architectural value of the structures.

Enfield Street Historic Commercial Corridor

The appearance of this segment of Enfield Street will be gradually modified to resemble the historic architectural style of remnant residential properties in the area. This will be achieved by using design standards that promote commercial development with shorter setbacks from the street and that maintain street amenities that are attractive and accessible to a wide range of mobility needs.



Figure 3 Enfield Street Historic Residential Corridor

Minor streetscape improvements can bring major changes to people's ability to visit the historic sites along Enfield Street. The most significant feature needed is a continuous sidewalk on both sides of the street. Ample and level sidewalks ensure that people can travel safely along the corridor, regardless of their degree of individual mobility. Trees add comfort and beauty during the warmer months, and streetlamps convey a sense of security in the late afternoon. A mini plaza with facing benches offers a place for visitors to rest on their walking tour, and an interpretive panel describes the architectural features and historic significance of the adjacent building or site.



Figure 4 Enfield Street Historic Commercial Corridor

The northern portion of Enfield Street / Route 5 is an area that is slowly shifting from residential use to commercial use. Residential uses however are still the most common land use. The Plan proposes to guide future commercial development in the area in a manner that respects the character and scale of existing residential buildings in the area. Major changes include reducing building setbacks and providing better streetside landscaping and pedestrian amenities.

Historic Village

The Hazardville center retains a charming, small village character and many buildings from its early development. Historic preservation regulations should be used to ensure that the architectural features and buildings that define Hazardville's identity are protected and enhanced. Infill development in this area should be encouraged, but required to match the scale and architectural style of the area. Mixed-use is predominant along Hazard Avenue and should be preserved to sustain local small businesses that rely on a direct customer base. An orderly traffic management system that maintains good traffic flow and a streetscape design that provides temporary space for deliveries and customer parking are also important for commercial vitality. Continuous sidewalks with adequate curb cuts/ramps are needed on both sides of Hazard Avenue to ensure that area residents can walk safely to shops.

In addition to attracting local residents, the village has the potential to attract people from a broader area by becoming an agricultural marketplace. Its proximity to farmland and the regional transportation network give the village an edge as a destination where people can buy local or handmade tobacco products, trees and flowers, and produce.

Outdoor Recreation & Learning Areas

Parks

The Town of Enfield has many active recreation areas, but very few passive recreation areas. Expanding the supply of passive recreational parks should become a Town priority. There are many areas that have potential for passive recreation; one that is often mentioned by Enfield residents is the Mancuso/Town Farm. This property is already in public ownership and is within the Scantic River Greenway, but it is also the site of the Town waste transfer station. Signage is needed to make residents aware that the area is also open for recreation, as well as park amenities to make people feel welcome in the area.

Another location with potential as a passive recreation area is the vast amount of undeveloped land between Elm Street and Hazard Avenue. This area could be developed as the Town Central Park with nature trails and boardwalks above the wetlands and along Freshwater Brook. This park could be the midpoint between the Connecticut River and the Scantic River Greenway.

In addition to developing more parks for passive recreation, the Town should ensure that as many parks as possible are connected to the greenway system and/or to the adjacent neighborhoods. Park connections could be as simple as a path or sidewalk leading to a park, or an open space corridor joining two parks or a park to a neighborhood. One park that should be connected to the greenway is Brainard Memorial Park. Access to Powder Hollow Park from Hazard Avenue and the adjacent residential areas should also be improved.

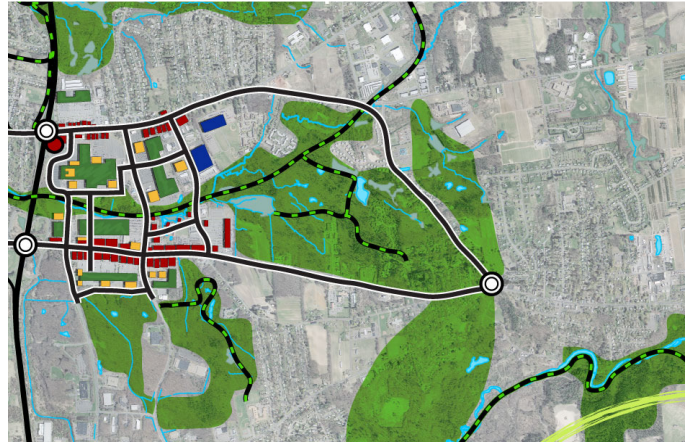


Figure 5 Central Greenway and Trails
Shown above is a concept for open space conservation and trail development near the proposed CBD and Hazardville Center.

Interpretive Centers

Interpretive centers offer interactive learning opportunities, display panels with information about the site or history of the area, etc. Other facilities may be included depending on the amount of resources and staff or volunteers available to operate the center. The facilities can also function as shelters for people who have been using the hiking or canoe trails. Local government or community organizations could operate the interpretive centers.

- **Hazardville Institute** – Complete restoration work promptly to allow its return to community use. The building could also be an ideal location to tell visitors about the history of the Hazardville.
- **Enfield Shakers** – Create an interpretive facility or structure to tell visitors about the history of the Enfield Shakers and their legacy.
- **Connecticut River Greenway** – Old water filtration bed property and adjacent school building can be reused as an ecological interpretation and environmental teaching center. Potential topics are the Connecticut River's history and ecology in Enfield, and its prestigious designations as the Silvio O. Conte Fish and Wildlife Refuge and the American Heritage River.

- **Scantic River Park** – Create a small shelter or other structure and provide visitors with a description of the area’s natural resources and unique species.

Trails

The Town of Enfield will benefit by planning for trail development. On one hand, it will have taken the first step to satisfying public interest in passive recreation opportunities. Second, by having plans in place, the Town will have the documentation and evidence of public support needed to apply for funding from state and federal sources. Trail plans can also help the Town coordinate its efforts with those of local groups. Trails that should be considered are:

- **Connecticut River Greenway trail** – Create a continuous multi-use trail along the Connecticut River waterfront from the town boundary with the Town of Longmeadow, Massachusetts to the boundary with the Town of East Windsor. Where the railroad blocks access to the greenway, access can be provided by a raised walkway across the railroad tracks. A place where this could be feasible is the lumber yard site. This trail should connect to the Eco-Interpretive Center on Enfield St.
- **Enfield Street Historic Residential Corridor** – Create an eight foot sidewalk on each side of the road and place interpretive plaques of historic builders at every significant building.
- **Urban Wetlands Trail** – Create a trail or boardwalk along Freshwater Brook from the Connecticut River, Freshwater Pond, the CBD and Town Central Park.
- **Scantic River Greenway trail** – Create a continuous trail along the Scantic River that has interpretive structures to educate visitors about the area’s natural resources and the history of the Hazard Powder Company. Coordination with the Scantic River Watershed Association, which currently spearheads efforts to showcase the historic resources on the site of the Hazard Powder Company, is important.
- **Blueway Trail System** – The Town of Enfield should develop a blueway trail system, which would become an amenity for canoers and kayakers. In addition to the Connecticut and Scantic Rivers, the Town could identify other navigable waterways in various parts of Enfield.

Interpretive Trailheads

Interpretive trailheads are formal access points to the trail system. They should be visible from the roadway and provide information about the trail and nearby sights. An ideal location for an interpretive trailhead is at the intersection of Phoenix Ave. and Vella Ave.

Stream Overlooks

Enfield’s roads traverse many beautiful streams that are hidden away from sight. Creating scenic overlooks at key locations will help make streams more prominent natural features of the community. Locations that could be prioritized for the short-term are the bridge on Water St. and Rt. 191 near Scitico; and the pedestrian bridge on High St. and Enfield St.

Boat Launches

There are only two boat launches in Enfield, both on the Connecticut River. The Donald Barnes Boat Launch is located on River Street and is owned by the Town. The other is King’s Island Boat Launch, which is located at Parsons Road and is owned by the Connecticut DEP. Improvements needed include sign installation on the main road to guide users to the boat launches, adding a floating dock on the Barnes launch, and ramp repairs on both launches.



Figure 6 Connecticut River Greenway Interpretive Center

This image illustrates a concept for redeveloping the site of the old water filtration bed and the adjacent abandoned school property. Removing the filtration beds and leveling the site would provide sufficient surface area to create an interpretive facility in a park setting. The site is ideal due to its proximity to various protected open spaces in Enfield and Longmeadow, Massachusetts, the Connecticut River and Route 5. This location would allow area residents and visitors to easily access the center by various modes of transportation. Pedestrian and bicycle traffic could reach the site through new sidewalks and crosswalks along or across Route 5, or through trails coming from the river or from neighboring parks.

The concept proposes redeveloping existing buildings on the site as a physical forum in which visitors can learn about the natural resources and ecology of the area, as well as about green building construction. The buildings themselves should be models of how building renovations can be accomplished efficiently and affordably with the environment in mind. Important features to consider are green roofs, greywater reuse systems, passive lighting, and landscaping with native plantings. Outside, the site can provide shelters, benches, paths, gardens and informal play areas. Interpretive signs around the park could educate visitors about the Connecticut River, the plant and wildlife of the area, the greenway program or other environmental protection efforts. It could also offer suggestions for trails that can be accessed from the site.



Figure 7 Interpretive Trailheads

This graphic shows a model interpretive trailhead. Tall panels on opposite sides of the road make the trailheads visible from the roadway and provide interpretative information. A raised crosswalk with distinctive markings or contrasting pavement color is designed to encourage drivers to slow down near the trail. Benches let users prepare for or rest from their walk. Limited roadside parking is also provided.



Figure 8 Stream Overlooks

The concept for stream overlooks is simple: a minimal facility that draws passersby's attention to the waterway below. Overlooks include paved pull-offs with space for two cars on both sides of the road. Where there are noteworthy resources, such as on the bridge on Water St. and Rt. 191, interpretive panels can tell the story of what can be seen from the overlook.

Industrial Areas

Numerous industrial properties throughout the Town of Enfield are slowly becoming vacant due to changing local and national economic conditions. These properties have great potential for industrial reuse. They can be entirely redeveloped according to the specifications of new industries. By encouraging site reuse, the Town could maximize the use of existing infrastructure, and prevent the spread of potential contamination and building on undeveloped open space. Site-specific conditions will partially determine whether industrial reuse is the best redevelopment alternative for the property. For example, the industrial area on the northeast corner of Enfield has potential for agricultural products processing due to its proximity to farmland. Its proximity to rail can eventually be exploited as a cost and time effective means of moving freight.

Transportation Facilities

Roads

The role of roads is primarily to facilitate transportation, but they also have the function of defining a space for other activities. To improve circulation and create an orderly urban form, the Town of Enfield could:

- Create a more direct road from George Washington Rd. to Elm St.
- Create a new road from Elm St. to Hazard Ave. between I-91 and Freshwater Blvd.

Community Gateways

As mentioned, roads have more functions than just transportation. Major streets and intersections can shape visitors' first impression of Enfield. Signage can affect their ability to find their way in an unfamiliar place. Traffic circles and roundabouts are structures that can improve traffic flow while providing aesthetic benefits. Proper signage at key entrance points and intersections can guide visitors to the community's attractions. Locations that should be considered for improvements are:

- Enfield St. near the I-91 overpass at exit 49.
- Intersection of Enfield St., North Main St. and Elm St.
- Elm St. near the I-91 overpass at exit 48.
- Hazard Ave. near the I-91 overpass at exit 47.
- Intersection of Hazard Ave., Elm St. and North St.

Visitor Centers

Visitor Centers are facilities located near highway off-ramps. Here, visitors can buy goods and services en route to other locations and be enticed to visit Enfield's attractions, stores and restaurants. To be successful, proper signage along the highway should direct drivers to the facility. The facility should showcase and offer a sample of what makes Enfield unique and provide good directions to the showcased sites.

Intermodal Transportation Centers

Intermodal Transportation Centers are facilities that serve commuters and mass transit users. They provide a centralized location where transit riders can easily connect between different modes of transportation to get to where they need to go. Enfield has the potential to develop two Intermodal Transportation Centers at two strategic locations:

- **Thompsonville** – Thompsonville is one of the few areas in Enfield where there is direct access to rail. The Town has the opportunity to develop an intermodal transportation center in Thompsonville by rehabilitating and reusing the former Casket Factory building. The Casket Factory, which is a historic building, could be transformed into a passenger rail facility with service to Springfield and Hartford. The facility could have a small area where buses and cars could drop off and pick up passengers, and shuttle them to or from an off-site parking lot or parking garage. Creating off-site commuter parking in Thompsonville or in the proposed Central Business District will provide adequate parking for the facility without encroaching on the waterfront.
- **Central Business District** – Enfield’s mall area is in a highly accessible location where high density mixed-use could thrive. Developing an intermodal transportation center in this area would give greater mobility to people who will live and work there. The center could be developed as a “park and ride” facility near Elm Street and the I-91 interchange. Drivers coming from various parts of Enfield could park and take a shuttle to the train station in Thompsonville or take a bus to another location. The facility could also be the location for the proposed bus depot. A bus depot in this location would provide ample space for storage and maintenance of buses that serve the transportation center in Thompsonville without taking up more open space on the waterfront.

Future Land Use

The Future Land Use Plan is the capstone of Enfield’s POCD. As the basis for zoning, the Future Land Use Plan describes the highest and best land uses. It outlines the characteristics that make or would make existing and new development in each area appropriate in the context of the area’s character and potential.

Proposed Land Uses

Agricultural Preservation

The Future Land Use Plan proposes to maintain agricultural land in agricultural use. Two mechanisms the Town of Enfield can use to ensure that agricultural land remains in agricultural use are new zoning regulations and conservation programs, such as purchase of development rights. The goal of zoning should be to maintain farm acreage sufficiently large to obtain economies of scale. Zoning should also expand the definition of “farm” and “agricultural use” to allow the new kinds of agricultural activities that the market demands.

Farm preservation programs should be used to protect the best agricultural soils from non-agricultural use. For this reason, the Future Land Use Plan singles out the area immediately south of the Scantic River, which extends east to Somers and south to Ellington, as a place where residential subdivisions should remain at current densities and not continue to expand, and where preference for purchase of development rights should be given.

Downtown Mixed-Use

The area designated as Downtown Mixed-Use roughly encompasses the area described in the Future Potentials as the Central Business District and as the Big Box Retail and Office Complex in the Community Character chapter. The Plan’s intention is to enable the town’s mall area to transition from a single-use development to a mixed-use development.

This is achieved by allowing residential structures up to ten stories tall to be developed as part of an existing or new commercial development, either as a stand-alone or integrated building. New

commercial establishments in this area should have short or no setbacks from the public right-of-way and multi-level parking garages. Existing commercial establishments should replace surface parking lots with parking garages, and use the land that is freed up as additional commercial space or as open space. Allowing higher densities and building heights in this area gives room for new retail and office development without having to encroach on the adjacent wetlands and woodlands.

Village Mixed-Use

The Village Mixed-Use is intended to support the preservation of minor population and commercial centers (including Hazardville and Scitico) as continuously active and vibrant places. Compact but “complete” streets, small building scale, mixed-uses (the combination of two different land uses within the same building, particularly commercial uses on the bottom floor and residential uses on the second floor), and use of traditional architectural features will preserve their characteristic charm.

Waterfront Mixed-Use

The Waterfront Mixed-Use land use category includes the Thompsonville neighborhood west of the railroad tracks.

The purpose of this type of land use is to maintain the unique, compact urban form of the Thompsonville area, while allowing infill development to progressively increase densities, particularly close to the center area. To achieve this, multi-family housing and mixed-uses should be allowed at varying densities throughout the entire Waterfront Mixed-Use area. Single-family residential should be allowed in areas where it is necessary to maintain the historic character of the neighborhood. Otherwise, provisions that allow single-family residential structures to be replaced with garden apartments or townhouses will be needed. The provisions could allow replacement when single-family homes have deteriorated past the point to which it is worthwhile to rehabilitate them.

As indicated in the Future Potentials section, there is the potential to redevelop several areas to higher densities. Less restrictive height requirements would allow development along the river while providing access and enhanced views of the Connecticut River. The neighborhood surrounding the Bigelow Complex should be looked at for higher densities. Zoning for higher densities in areas such as these would allow public or private redevelopment to happen when the time is right.

Residential

Residential land use is the most extensive. Most of the town has already been developed as single-family housing. However, a greater variety and mix of housing choices can be achieved by encouraging higher density residential development in strategic areas. Lower density residential development can occur in places that should maintain the rural character of the area. Recreational and commercial development could also be allowed within this type of land use as long as it complements the density, scale and character of the neighborhood and the proposed use does not conflict with those typically associated with residential land uses.

Greenway

The Greenway land use aims to protect the recreational and environmental values of the land along the Connecticut and Scantic Rivers. It also seeks to protect and expand public access to the rivers.

Designated areas along the Connecticut River include most of the land west of the railway corridor, which is consistent with Title 25 of the C.G.S. Chapter 477c Secs. 25-102aa to 25-102oo (the basis for local conservation zone regulations: Town of Enfield Zoning Ordinance art. VII Sec. 8.50 (2009)). The Greenway category also includes the entire state-designated Scantic River Greenway.

Under this land use category, limited development is allowed in order to accommodate activities that are compatible with the area’s recreational and environmental values. Examples of compatible activities

include parks for passive recreation, multi-use trails, canoe/boat launches, fishing areas, and wildlife viewing areas.

Existing residential and commercial development in these areas will be allowed to continue, but they should not create barriers to the waterfront, interrupt public access or block views of the river. The priority, however, should be to phase out these incompatible land uses over time. Doing so will help to create a continuous public accessway along the entire length of both rivers, improve the quality of the environment, reduce flooding hazards and prevent costly damages to private property. The Town should target Greenway land for participation in state programs that will help it acquire easements or public ownership of these lands.

Industrial

The Future Land Use Plan identifies two areas for industrial development. Most of these areas are already occupied by industrial firms, but a large amount of land still remains undeveloped. Processing of agricultural products, manufacturing, and technology and research are activities that should continue to be allowed under this land use category. Corporate office buildings and retail uses that provide services for the workforce should also be permitted. Performance standards for activities close to wetlands or within aquifer protection areas should be considered to minimize negative impacts to the area's water quality.

Institutional

This land use category is reserved for the area currently in use by correctional institutions. These are relatively new facilities and they are not expected to close or relocate within the next ten years. The land use is intended to maintain the current use and protect it from uses that may compromise security.

Comparing Current Zoning and Proposed Land Uses

Table 1 compares the amount of acres are dedicated to each use in the existing Zoning and the proposed Land Use. One of the major differences between the two is that the Future Land Use gives agricultural activities its very own classification, while in the Current Zoning, agriculture is allowed within certain other zones only by Special Permit. Agricultural land is more likely to be maintained in agricultural use with a zone that prioritizes agriculture over other activities. Conversely, if the current scheme is maintained, it is more likely that agricultural land will be developed for the non-agricultural uses under which it is classified.

Another important difference between Current Zoning and Future Land Use is the way residential uses are allocated. The Future Land Use results in a lesser amount of residential land, but this does not mean that there is less space available for housing. Space for residential uses is available in all of the Mixed-Use categories.

Similarly, commercial uses by themselves are excluded from the Future Land Use. Instead, the Future Land Use includes all commercial uses within each of the Mixed-Use categories. It also allocates a larger amount of space for mixed-use, which represents a considerably larger amount of land available for commercial activities.

Table 1 also shows that the Future Land Use has two categories that the Current Zoning does not have: Institutional and Greenway. The Institutional category was created to eliminate the conflicts that could potentially occur between the correctional facilities and the residential uses allowed in the Current Zoning. The Greenway category was created to give priority over conservation and recreational activities on areas designated as part of the Connecticut River or Scantic River greenways.

Finally, the Future Land Use eliminates the Current Zoning's SDD. SDDs are no longer needed because the Future Land Use accommodates uses that were otherwise not allowed in the Current Zoning. The Future Land Use also makes sure that all land is within some land use classification.

Table 1 Comparison of Land Allotted for Each Type of Land Use in the Current and Future Land Use Plans			
Current Zoning		Future Land Use	
Zones	Acres	Land Use Classification	Acres
-	-	Agricultural Preservation	3,861
All residential	16,492	Residential	8,403
All commercial	970	-	-
TVC	71	All Mixed-Use categories	2,785
All Industrial	3,607	Industrial	3,488
-	-	Institutional	778
-	-	Greenway	2,717
SDD	43	-	-
No Zone	966	-	-

Build-Out Capacity of the Future Land Use Plan

The following table provides an approximation of the amount of development that can take place in Enfield if the Future Land Use Plan is implemented. The results apply only to undeveloped parts of Enfield that are considered developable. Undevelopable lands were removed prior to conducting the analysis. Undevelopable lands include farms participating in the State's purchase of development rights program, protected open space, floodplains, steep slopes, and all lands protected by Inland Wetlands and Watercourses Regulations. The build-out capacity results do not reflect the pace of development or the timeframe for complete build-out.

Table 2 Build-Out Capacity Based on Future Land Use Plan					
Future Land Use	Undeveloped Area		Maximum Development Potential		
	Area	Acres	Residential Units	Commercial (ft²)	Industrial (ft²)
Residential	39,348,296	903	900 – 1,100	-	-
Waterfront Mixed-Use	593,663	14	100	134,000 – 223,000	-
Downtown Mixed-Use	1,440,629	33	200 – 300	540,000 – 900,000	-
Industrial	34,969,345	803	-	-	10,491,000 – 17,485,000
Greenway	No build-out	-	-	-	-
Agricultural	No build-out	-	-	-	-
Village Mixed-Use	173,225	4	-	39,000 – 65,000	-
Total			1,200 – 1,500	674,000 – 1,123,000	10,491,000 – 17,485,000

Table 3 shows how the total build-out capacity of the Future Land Use compares to the build-out that is possible under Current Zoning. The results suggest that the changes proposed by the Future Land Use could accommodate a greater amount of new commercial and industrial development than the Current Zoning could, but less new residential development.

Table 3 Comparison of Build-Out Capacity by Scenario			
Type of Land Use	Existing Zoning (Build on Vacant and Agricultural Land)	Existing Zoning (Build on Vacant Land Only)	Future Land Use
Residential (r.u.)	1,825	832	1,200 – 1,500
Commercial (ft²)	244,716	164,330	674,000 – 1,123,000
Industrial (ft²)	16,338,476	5,856,814	10,491,000 – 17,485,000

Table 4 outlines the build-out capacity of selected, currently developed sites. The results refer to the potential redevelopment of those sites, as described in the Future Potentials and Proposed Land Uses sections of this Plan.

Table 4 Redevelopment Potential For Specified Areas			
Land Use Category	Redevelopment Potential		
	Residential (r.u.)		Commercial (ft²)
Waterfront Mixed Use	Surrounding Bigelow	425	–
	Near Lumber Yard	470	
CBD	Mall towers	1,120 – 2,000	700,000 ft²
	Along Hazard Ave.	260 – 300	

